

DECEMBER 2020

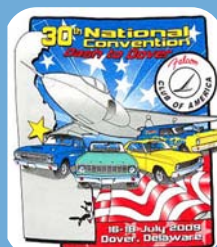
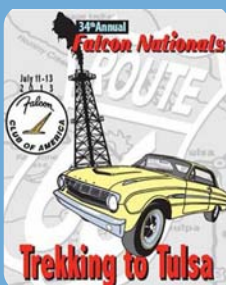
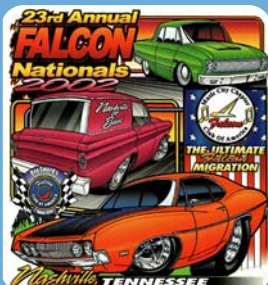
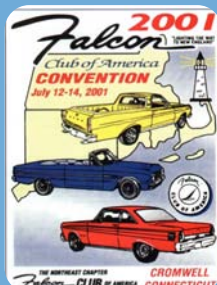
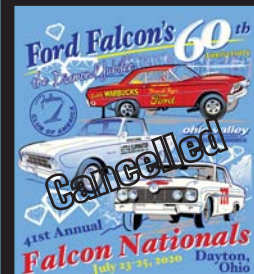
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE
NATIONAL

Falcon

NEWS

2020 FCA
National Meet
Issue



ON THE COVER

I'm not sure about you, but I'm not terribly sad to see 2020 end. Each December, we devote most of the magazine to that year's National Meet. As you are all painfully aware of, there was no Nationals this year due to the COVID-19 pandemic. But in keeping with our annual tradition, we'll take you on a little trip through FCA Nationals Memory Lane. Starting with the cover, several of the National logos are displayed. Beginning on page 4, travel through time with some throwback photos. We hope you enjoy the ride.

With this issue the print version of our magazine has come to a close. Maybe the end of 2020 is a fitting time for that to happen. We will continue to publish submitted articles—with even more space for content available now—as we transition to our on-line publication. Please send us articles, technical tips, chapter events and photos, historical Falcon ads, as well as any other tidbits you think Falcon lovers would enjoy seeing or reading. We will also return to including the information pages on the Board of Directors, Officers and Chapter Meetings, etc. Please continue to support our advertisers and let us know if there is something special you'd like to see covered.

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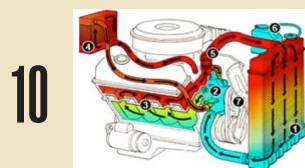


THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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CALENDAR OF EVENTS



July 7-10, 2021

2021 Falcon Nationals

Irving, Texas

Hosted by Heart of Texas Chapter

August 20-21, 2021

Northeast Regional Meet

Warwick, Rhode Island

Hosted by Northeast Chapter

October 2021

Pacific Regional

Sacramento, California

Hosted by River City Chapter

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

**To access the online magazine,
technical articles, and membership
directory, use password FCA1979!**

PRESIDENT'S MESSAGE



Jim Guthrie
FCA President

The dishes have been put away from the Thanksgiving dinner, the Black Friday sales are behind us. All that is left to do is order those long anticipated auto accessories from your favorite parts vendor and hope that Santa can have them to you in time to put them under the tree.

In spite of pandemic, flood, fire, tornado and hurricane, we've made it this far and hopefully the remainder of 2020 will be peaceful and calm. Did I mention elections? No!

Next stop, the new year, 2021, and it can't come soon enough for many of us. Time for a fresh start and to take into account how blessed we still are.

It has been a while since we have been together at a Regional or National Meet. While the future is uncertain at this point, thankfully, we will all have the National Meet in Dallas, Texas to look forward to. And, just maybe putting on a regional meet in your area this coming year is something for your chapter to consider.

As we say goodbye to 2020, I want to acknowledge the effort put forward by so many to host regional meets that were cancelled or postponed, and of course the folks in the Ohio Valley Chapter for the hard work toward the National Meet, thank you all.

To those who have experienced hardship during the year, to those who have been ill or lost a family member or a friend, my wish for you is the very best of this holiday season and a better tomorrow.

To our Falcon Family, stay safe and healthy, and I'll see you somewhere on the trail. Merry Christmas and Seasons Greetings to you.

—Jim (FCA #12897)
e-mail: guthriejasr@gmail.com
Phone: 816-288-7469



FCA NATIONALS MEMORY LANE



*First Meeting of The Falcon Club of America
August 19, 1979
DuPree Park, Jacksonville, Arkansas*

2008 Springfield, Missouri

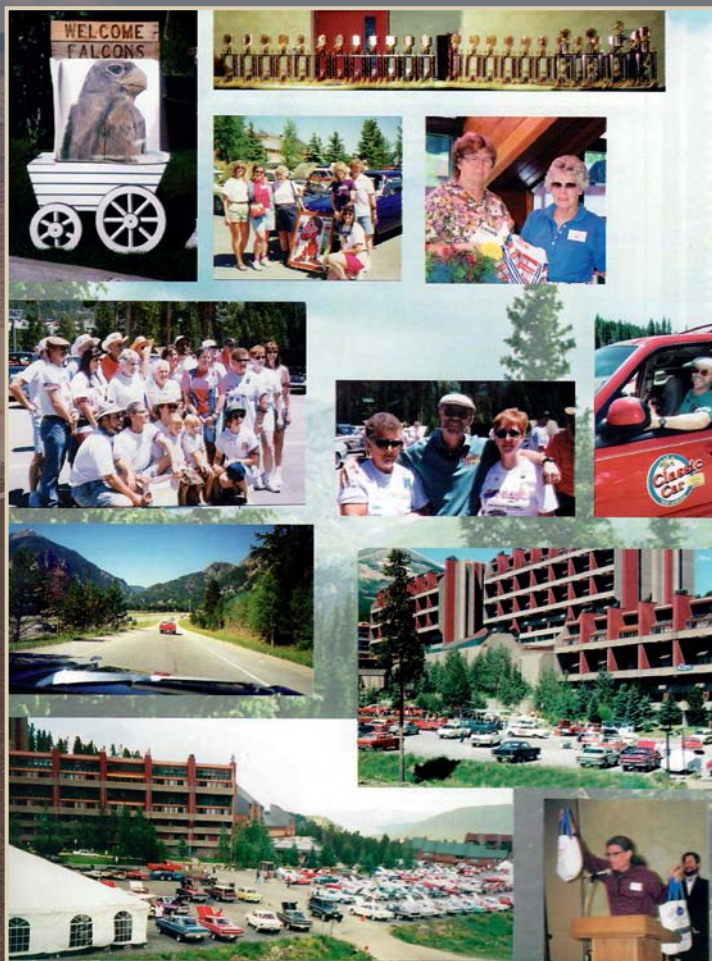
Owners Jeff and Mary Schira of Arlington, Texas with their 1960 Falcon Tudor.



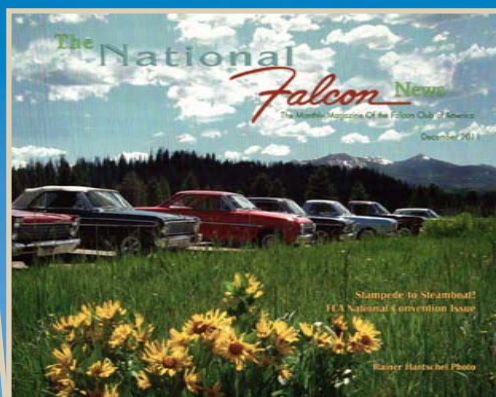
This 1960 Falcon owned by Mike and Sonya Ryan of Paducah, Kentucky took home several awards at the 2008 Nationals.



1998 Breckenridge, Colorado



Background Photo by William Warby on Unsplash



2002 “Nashville or Bust”

Falcons converged on Nashville for the 23rd National. The largest contingent was led by Carl Henderson and included cars from the Northeast, Mid Atlantic, North Carolina, and Texas chapters. There were 361 Falcons registered and present. The Nashville Marriot was full of conventioners. A trip around the NASCAR Nashville Speedway was a highlight, along with a trip to the Grand Old Opry to see Porter Waggoner, Vince Gill and Holly Dunn. the Daddy Warbucks 427 Falcon was there, along with an Australian Falcon and a 1963 Cayuse Falcon. Bonnie and Mary had a busy and successful week in the Falcon Club Store. The Music City Chapter put on a great show.

SPECIAL AWARDS 

BEST OF SHOW



J.R. Freer—Greenwood, DE

LADIES CHOICE



Danny Puckett—Tuscumbia, AL

BEST INTERIOR



Danny Puckett—Tuscumbia, AL

BEST ENGINE

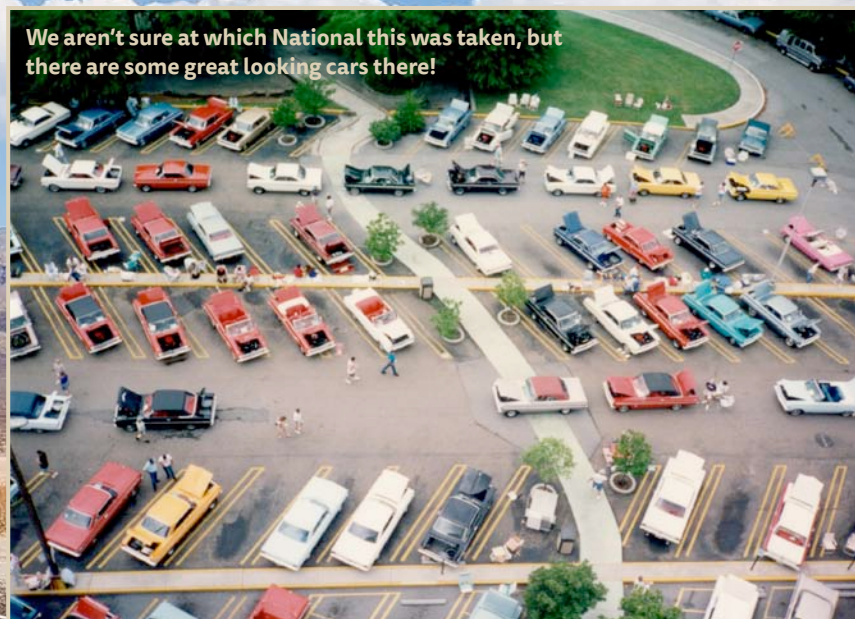


George Houck—Fort Mill, SC

BEST PAINT



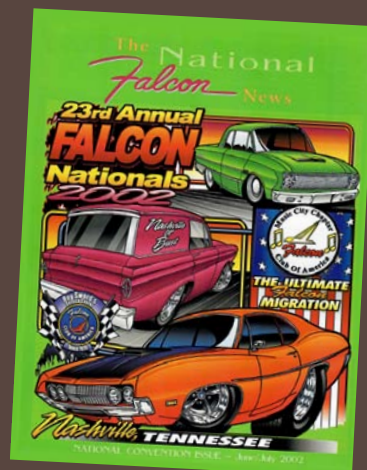
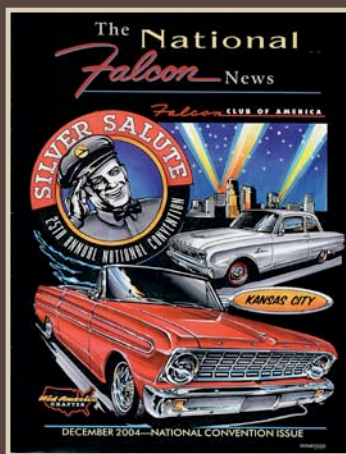
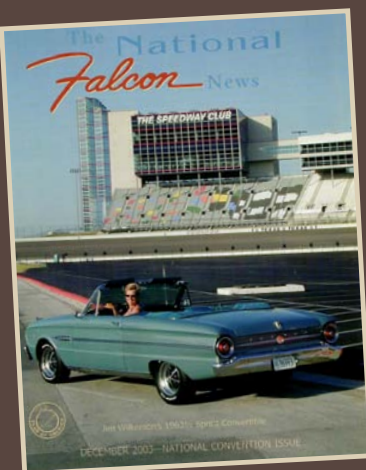
John Saindon—Derby, KS



Mary and Bonnie watching over the Club Store at the 1999 National in Charlotte, NC.

River City Chapter hosted the 21st National in 2000 in Sacramento, CA.





LADIES CHOICE: Lee Bennet, Oklahoma City
1963 Convertible



OLDEST FALCON: Gordon Hartman,
Butler, Pennsylvania



BEST OF SHOW: John Saindon, Derby, Kansas
1964 Sprint



2003 Arlington, Texas



2010 Dearborn, Michigan

Celebration of Falcons' Fantastic 50th

The 31st National was held in 2010 in Dearborn, Michigan. The test track was so popular they had to have two runs.



Edsel Ford III was a special guest.

The 1961 Sedan (on far right) owned by Dan Barnhouse Best of Show—Modified.





2015 Nationals—Warwick, Rhode Island

2015 Nationals Winners' Circle



Best of Show Stock

Mac McCray
1965 Sprint Hardtop



Best of Show Modified Ladies Choice

Bruce Ahlquist
1961 Sedan Delivery



Longest Distance

Russell Welty
1965 Squire Four Door Wagon
Driven 2,155 miles from Wimberly, Texas



Oldest Falcon

Merl Hayn
1960 Two Door Sedan

The Northeast Chapter went above and beyond hosting the 36th Annual FCA National Convention. More than 175 Falcons gathered in the parking lot of the Warwick, Rhode Island Crowne Plaza hotel on July 9th, 2015. This remarkable scene marked the beginning of a terrific three-day event. Falcon Club members gathered from 33 states and Canada—as well as Israel and Ireland—for one common purpose, their love of the Ford Falcon.



Ballots in hand, attendees picked their favorites. The Falcons were polished and looking their best.



Frank Servas of Coopersburg, PA took home the Best Stock Award at the 2009 Nationals.

2011 STAMPEDE TO STEAMBOAT SPRINGS, COLORADO



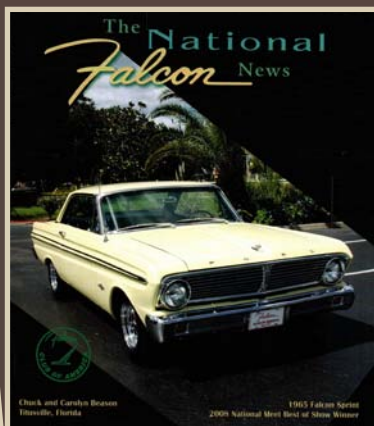
We don't know which Nationals this is. Do you?

2001 Cromwell, Connecticut

Jim Wilkerson of Stillwell, KS and his 1963 Sprint convertible took home several awards.



Beverly Engle brought her 1960 Sedan which was named the 2001 Meet's oldest Falcon.



2012 FCA Louisville National Meet



2014 FCA National Meet Overland Park, Kansas



2013 FCA TULSA NATIONAL MEET



Founder Roy Sword cruised the parking lot in his customized "Falcon" golf cart and the Arkansas bunch again showed up with a car hauler full of Falcons.

This meet was unique in that it wasn't sponsored by a single chapter; instead individual FCA members, led by Russ Welty and Frank Bell put the whole meet together themselves. If you have ever participated in putting together a national convention you know how much work goes into it.



2018

**2017 FCA
National Meet
McClellan Park
Sacramento, CA**



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KEEPING YOUR COOL

PART 1

BY JOHN PARK

Classic cars seem to run hotter. This fact becomes evident when driving down the road during a hot summer day or being stuck in traffic with little or no air flow going past the radiator. I would keep an eye on the temperature and noticed it was creeping ever higher. It was going well past the half-way mark between the C and H of the dash temperature gauge. When I reached my destination, I would pull over and stop and as I was getting out of my 1965 Ranchero, I could hear and see radiator coolant spitting out of the overflow hose and dripping down onto the pavement. I needed to do something because not only was my 289 V8 losing its cool, I was getting hot under the collar myself.

I approached this problem trying to start at the simplest point of the coolant system and worked my way down the line. I checked the radiator fluid level and made sure that the coolant level covered the top of the gills and was at least an inch below the radiator fill. I checked the radiator and the heater core hoses for loose clamps and leaks and replaced the radiator cap. I inspected the outside of the radiator to find any leaking seams and checked the fins for excessive dirt and debris and to see if any fins had broken-off; there were some nicks and dings to the fins, but nothing out of the ordinary. I thought that increasing air flow past the radiator core would be of some help. I obtained a 9" electric auxiliary fan that I placed on the front of the radiator.

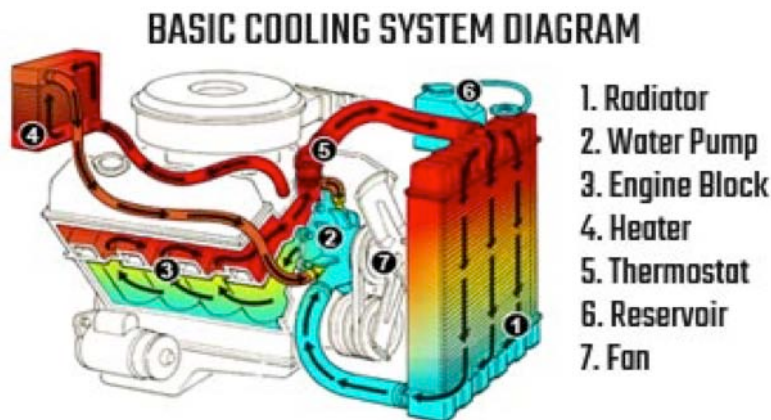
This particular fan was configured as a "puller" so it needed to be converted into a "pusher" fan. The auxiliary fan blade

assembly had to be flipped-over and the power and ground leads were reversed which caused the motor to run in the opposite direction. It came with a thermostatic switch that required power from an ignition-on source and this switch, in turn, was hooked-up to a thermo bulb and wire that was placed inside the upper (return) radiator hose. I located a good ignition source of power by wiring the thermostatic switch to the vehicle's fuse box using a fuse tap. Ironically, in the quest for cooling, I tapped into the heater-defroster fuse. Using a 14 gauge wire, I then snaked it through a wiring grommet in the firewall. A wire insertion tool, basically a hollow needle with a handle at the end for leverage, was a real help in accomplishing this task. The auxiliary fan would then kick-on based on radiator temperature and the thermostatic controller would be turned-off when the ignition key was turned to the off position. The pusher auxiliary fan aids in cooling by forcing more air through the radiator at lower speeds thus assisting the belt driven engine puller fan.

After having installed the auxiliary fan, I took the Ranchero out on a test drive on a warm day. To my disappointment, she still ran past the midpoint of the temp gauge and inched its way toward the H at stop signs and

red lights. Having reached my own boiling point, I went for the spaghetti thrown against the wall strategy to see what would stick.

I replaced the existing two-core radiator with an OEM reproduction three-core copper/brass one. The



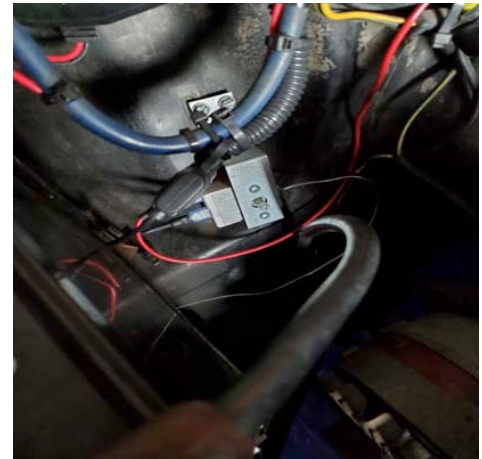
three-core radiator is thicker which in turn caused me to replace the 1 ½" fan spacer with a ½" spacer. The engine fan was then located in the "sweet spot" about an inch from the back of the radiator. I replaced the thermostat with a 180 degree one and installed a new aluminum thermostat housing. I attached the 9" auxiliary fan to the front of the new radiator since I had done all that previous wiring, I didn't want my labor to go to waste. Purists will probably scream, but because I chose a smaller auxiliary fan to get one to fit behind the hood release, it is not immediately noticeable. Plus, the pusher fan gave the Ranchero a hot rod, muscle car look which I liked. Finally, I installed a radiator recovery bottle (reservoir) to catch and retain any coolant that might expand out of the radiator.

My efforts paid off. Now my Ranchero's temperature runs between a quarter and under halfway between the Cold and Hot reading on the temp gauge. I noticed little to no radiator fluid in the recovery reservoir. Whew! When your Ford Falcon is running at its optimal temperature, it gives you great peace of mind and one less thing to worry about given the dozens of potential problems that 50 plus year old cars can present.

This is the end of Part 1. In Part 2, I'll go into detail of some problems that I encountered and how to finish out a major replacement like the entire radiator and thermostat housing. Until then, keep it cool.

—John Park (FCA #16329)
Golden Gate Chapter

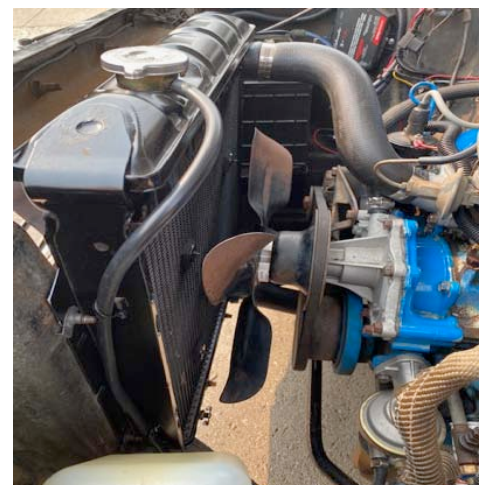
Auxiliary fan thermostatic controller. Red wire is ignition source power from fuse box, black wire goes to fan, thin silver wire is to thermo bulb in upper radiator hose. An auxiliary fan can also be set-up with a simple on-off switch. This controller is mounted on the passenger side of the engine compartment behind the battery.



Auxiliary fan configured as a pusher in front of radiator. Fan is held on by nylon bolts and speed nuts.



Replacement 3 core radiator. Note ½" fan spacer and radiator overflow hose attached to coolant recovery bottle in foreground. Speed nuts for auxiliary pusher fan are visible.





AN INSIDE LOOK AT AN AMERICAN SPRINT IN SYDNEY

BY CHRIS SNEAD

Chris Shead is my name and I live in Sydney, the capital of the state of New South Wales, in Australia. I currently have a lovely 1963 Sprint convertible in Rangoon Red, with red interior and a white soft top. I bought this car in 2011, but my Falcon story started four years earlier...

In 2007 I bought a one-owner, six-cylinder, bench seat Futura convertible that had been imported into Australia by a friend. It came from Huntington Beach, California and had been cherished by its first owner since new. It came with two huge folders of receipts, registrations and photos, so I had all but a complete history of the car. I improved it with much detailed work, but all to an original state. The work centered around fully detailing the engine bay to a show standard and replacing all rubber items etc. I redid

the brakes, but important items such as the engine, gearbox and suspension had been replaced or reconditioned by the previous owner—and all with less than 30,000 miles on them. I learned a lot about 1963 Falcons with this car, and in particular what was original and what wasn't.

I really enjoyed that car, so much indeed, that I decided I wanted to buy the top-of-the-range convertible. Who wouldn't, given the V-8 and relative rarity? Four years after buying the Futura the search was on and I found a nice Peacock Blue job on eBay that had been restored for commercial sale. It looked very nice and I rang from Australia to inquire. As it turned out it sold offline, but I asked the seller if he knew of others. He rang back a few days later to say that he had wanted to downsize his own fleet, and that he

CHRIS SNEAD'S 1963 RAGOON RED FALCON SPRINT CONVERTIBLE

would sell his own Sprint convertible, as it was just one of his many cars. When he mentioned it had factory power steer and air conditioning I was very interested. He sent a large number of photographs which showed a very solid and seemingly beautifully restored car. It was not practical to inspect the car myself of course, and I had no trusted contact to undertake an inspection for me. I carefully looked at all the photos and decided to take a leap of faith and go ahead with the purchase when we had agreed a price. I awaited the cars arrival, and thank heavens, when it did I was not disappointed. It was a beautiful car and the quality of the work done was very evident.

But, of course, me being me, I couldn't help myself in improving the car's details. There were a few earlier owner-made changes that were not original and there were some hidden issues that I wanted to check and/or improve. So within two days, the interior was stripped out and the car was on blocks! I found no nasties, but I was able to rustproof



all the nooks and crannies in the side quarter window area and the quarter panels. I would paint the interior floors with sealer paint and check the wiring.

The interior of the doors were amazing, more like a factory finish they were so clean and rust free! Of

course Ford seemed to have a paint policy of "If you don't see it, then we don't paint it!", so areas like under dash etc can benefit from some attention to preserve them for the future.

I also redid the brakes completely using all new parts and silicon fluid, and checked everything thoroughly.

Continued on page 14



CHRIS SNEAD'S FALCON SPRINT CONVERTIBLE

continued from page 13



I also changed all rubber hoses and improved the already good level of detail under the hood to a concours level. I spent a lot of time getting things to this high level, but I recognized that there are some glaring non-original aspects to the engine bay, such as, it's in body colour, has an alternator and a Sanden AC compressor. If I turn a blind eye to those, then she is essentially original in all respects. I did a lot of small jobs on the car, but with my busy work at the time it was a year till the car was ready for the road again.

The mechanical rebuild of this car was first class. Everything was so well done. It runs beautifully and has done several 1500 mile trips interstate to our national events. To this day it leaks no oil and has only a smeary weep from the transmission pan but it doesn't drip. The only fresh oil drops under the car when resting are from the oil separating from the lithium grease on the ball joints!

My car has won "Best U.S. Falcon" four times at our Nationals, including 2019, but with a car essentially



Chris Snead's first U.S. Falcon



restored in 2004, I think I can't compete at the top level any more with the growing number of fresh restorations. This is of little concern though, as she remains a beautiful car and is a credit to the US owner and the work he first put into her. She runs beautifully and my partner, Stevka, and I like to take her to club runs and our local Coffee and Cars events. We also have two other cars, a 1987 Camaro IROC Z, and a '61 AMC Metropolitan, so the issue for us is always time, and there being insufficient Sundays in a month!

I only joined the FCA in recent

years and it has been a great pleasure to have come to know Bruce Wolfe. Bruce has been a great help to me as a Falcon owner 'far away', and it is through him that I have asked to join the Keystone Chapter of the Falcon Club of America. So thank you for allowing me to join!

Cheers!

—Chris Shead
Sydney, New South Wales
Australia

Special thanks to Bruce Wolfe and The Keystone Key for sending us this article and photos.

Happy Holidays



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BY THE NUMBERS: NEW YORK WORLD'S FAIR FALCONS

BY WALLY TIRADO



commissioned by the Ford Motor Company and developed by Walt Disney Studios for the World's Fair. It proved a big hit with visitors. Visitors hopped into a new Ford convertible attached to a moving rail for a journey through history from the dinosaur age to the future and narrated by Walt Disney himself. The 1965 Mustang was introduced just the day before the start of the fair and the public were offered a chance to ride in this brand new model as well.

According to an invoice from the Carron & Company, they charged Ford \$1,010 to

The 1964 New York World's Fair opened at Flushing Meadows Corona Park on April 21, 1964. It lasted two six-month seasons: from April 22, 1964 until October 18, 1964 and from April 21, 1965 to October 17, 1965.

The Magic Skyway exhibit was a ride

prepare each car for the Magic Skyway. The modifications included adding special brackets and straps to the chassis, disconnecting the steering linkage, disabling the brakes, removing the fuel tanks (per fire code), and adjusting the ground clearance to 2 5/16 inches. While the engines and drivetrains were removed from the larger vehicles (Galaxies, Lincolns, etc.), this was not the case for the other small cars like the Falcon.

A four-track tape player was also installed in the trunk to provide the ride's narration, which played through the AM radio. Riders used the radio pushbuttons to select one of four different languages. Friction alternators mounted in the right-rear wheel charged a 12-volt battery, also in the trunk, to power the tape player, radio, and other operational electrical systems.



Shortly after the six-month 1964 portion of the World's Fair closed on October 18th, the '64 Fords were removed from the Magic Skyway in preparation for replacement by '65 models over the winter. According to Ford's press release, "This year's convertibles will be returned to Ford for reconditioning. With unused brakes, lights, and steering mechanisms reconnected, they will be offered

for sale as used cars through Ford and Lincoln-Mercury dealers.”

Because so many Fords, Lincolns, and Mercurys (three hundred fifty-four) cruised the Magic Skyway in 1964-1965,

chances are some of them still survive today. Three Thunderbirds, two Mustangs, Mercury Park Lane and a Ford Falcon have been found to date. There may be yet be untold Falcons, Comets, Galaxies, and Lincolns that were also Magic Skyway cars still out there. However, virtually all of them were sold in the Detroit area and chances are most of them are gone due to harsh Michigan winters.

After researching this subject, several vehicle identification numbers (VINs) for the 1964 Falcons and all the 1965 Falcons have been identified. In total there were 64 Falcons—thirty-two each season—used throughout the exhibit's run. All Falcons were body code 76A convertibles with the U Code 170ci I-6 (1V) built in Lorain, Ohio with a DSO of 84. Brackets were welded to the underbody for connection to the Disney engineered conveyor and this is what makes these cars identifiable today in addition to their VINs.

After researching I have uncovered five partial VINs for the 1964 Season are 4H15U125398, 4H15U133120, 4H15U133121, and 4H15U133122. Additionally, 4H15U152740 appears to have been a display vehicle, and not actually used as a Magic Skyway ride vehicle.

Continued on page 18



“In total there were sixty-four Falcons—thirty-two each season—used throughout the exhibit's run.”



Ford Press Photo New York Worlds Fair 1964-65



www.DutchMustang.nl

BY THE NUMBERS: NEW YORK WORLD'S FAIR FALCONS

Continued from page 17

The VINs for these 1965 season are firmly established and are 5H15U160502 through 5H15U160519 and 5H15U161019 through 5H15U161032. Of the thirty-two 1965 Falcons: 16 were Light Peacock (Code: O); 11 were Light Beige Metallic (Code: I); and five were Medium Gray Metallic (Code: K). It is known that 5H15U161024 a Medium Gray Metallic Falcon was prepped but never delivered for use on the exhibit.

This 1965 Ford Falcon Futura Convertible was recently discovered and advertised on eBay. It has since been sold to an unknown owner. As told it had a very interesting history, both by Ford Motor Company, and the original owners who purchased it in 1966. It was sent to the World's Fair as one display for the two seasons in 1964 and 1965. It was then brought back to Ford Motor Company before being bought by the owners in February of 1966. There are very few cosmetic or condition flaws considering its original mileage (33,400), not used during the winter months. The overall condition is "unrestored." Options include the Automatic Transmission, Rocker Panel Moldings, AM Radio, Wipers and Windshield Washer, Padded Dash, and Wire Wheel Covers.

—Wally Tirado (FCA # 5178)
Plano, Texas



THE BODY/DATA PLATE DECODE (SEE PHOTO BELOW)

5H15U160518

Model Year:	5	1965
Assembly Plant:	H	Lorain
Engine Code:	U	Six-Cylinder 170 Cu. In. (1v)
Body Serial Code:	15	Convertible (Bench)
Consecutive Unit Number:	160518	60, 518 Unit Scheduled
Body Style Code:	76A	Convertible (Bench)
Exterior Paint Color:	I	Light Beige Metallic
Interior Trim Code:	59	Medium Palomino crinkle all vinyl
Date Code:	07A	January 7, 1965
Domestic Special Order	842008	Home Office Reserve (Special Order)
Rear Axle Ratio:	3	3.00:1
Transmission Code:	6	Dual Range Automatic (C-4)





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FALCONS FOR SALE



1960 Ranchero. Fully restored with floor mounted Hurst three-speed. Has 200 six-cylinder. Custom teak bed and tailgate. Vehicle comes with too many items to list. Included, is a mid-'80s FI 302 with AOD transmission that had low miles and was running when removed from a Thunderbird. \$15,000 firm. Contact Jon, 561-301-0659.



1963 Falcon Futura, body 63C, factory V-8, four-speed, vinyl roof, very solid, California car that needs total restoration, \$2,500. For more information, call Dan at 906-439-5380. MI. 201120

1962 Falcon Sedan Delivery project, RARE. Later model 200, "big" 3.03 3 speed w/ floor shift, LR ¼ damage, price includes two full L/R quarter panels \$2,995. 1963 Falcon four-door Deluxe, project; 170 three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. 1964 Comet 202 four-door wagon project; 170 three-speed, neat options including interior light group, remote control driver's

mirror, plus the "M" gas cap. \$3,495. 1951 Ford two-door Sedan; Flathead V8, overdrive, rewired, lots of recent work, runs/drives good, needs paint/body work, some mechanical attention needed \$5,995 OBO. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 201121



1964 Ford Falcon Sprint. Engine is a 289/two-barrel, four-speed transmission, with 03732 miles on it. \$16,000. John E. Degelbeck, 801-253-7687 (note this is a land line; no texting), Located in South Jordan, Utah. 201207



1965 Falcon Ranchero w/Comet front clip, \$9,000. Beige 1964 Caliente hardtop (no engine, no transmission), was 289, four-speed car. Has bucket seats and console \$3,100. White 1964 Cyclone hardtop (no engine, no transmission) was 289, four-speed car. Has bucket seats and console \$3,700. I have steering column and pedal to convert to automatic for both cars if you wish. 1964 gold wagon Villager

"woody" (no engine, no transmission) was 289 automatic car. \$2,600. 1965 Caliente hardtop (no engine, no transmission) was six-cylinder, \$800. I have parts cars to make sure these cars are complete. Call, text, email Carlos Vera, 720-281-0940, calicometcarlos@yahoo.com. CO. 201220



1965 Falcon Station Wagon, semi-satin black with red side stripes and red louvres on hood. 289 C4 transmission, 9" rear end with 3.00 new pumpkin and 31 spline axles. 289 is rebuilt with Edelbrock heads, comp cans cam and valve train. Holly Avenger carb. One wire alternator electric fan, front disc brakes with booster, stops great. runs excellent, newer carpet and mats. Has real gauges. \$15,000. Call or email for more details. Nice car. I'm 84 years old and need to sell! Leon Torgerson, 503-429-7105, leetorger@yahoo.com OR. 201099



1970½ Falcon. Prof. built 429 ci stroked to 501 ci prof. built C6. Edel. 7566 Manifold, 60675 heads, Comp Cam 34-000-9 roller, FPA headers, MSD Atomic EFI. PS, Front disc, fabricated 26 gal. fuel tank, 31 spline Strange axles, N case 3.50:1 Detroit Locker, Lokar floor shifter. Original paint, some dents, scratches and surface rust. 15" wheels, new tires 225/60x15 frt, 275/60x15 rear. USB audio, plus some misc new parts. May-June 2016 Fairlaner. \$22,500 OBO, jwreese@tranquility.net, 573-864-3153. MO. 201219

PARTS FOR SALE

Koni road-racing shocks for 1963-64-65 Falcon V-8 application. I have four fronts and two rears, either brand new or rebuilt to new by Koni and placed on the shelf, still in the box. These are adjustable and will make your Falcon handle great. No longer available from Koni. Sold in pairs. \$100 per shock. Mike Durhan, mddurhan17@gmail.com. AL. 201220

1964 Falcon convertible parts—stored inside for 28 years. Hood and trunk lid, \$300. ea., both excel. Chevrons, \$150 pair. Heater controls w/cables, \$50. Taillight bucket, \$75. Set of 14" wheel covers, \$100. Hinges for doors, hood, trunk, \$25 ea. Front bumper brackets excel. \$240. Rear bumper bracket, \$50; rear view mirror, \$40. Hood ornament, \$40. Convertible top pump/motor, \$125. Front arm rests, \$60. pr. Horn ring, \$25. Radio (core), \$25. Chrome pcs. (six) for front fenders, \$125. Prices OBO plus shipping. Call or text Jim, 865-406-5055 or glwthompson@bellsouth.net. TN. 201229

1963 Sprint air cleaner, needs re-chroming, \$100. V-8 exhaust manifolds, \$175 pair. NOS C-DF-13206-B parking lamp body, \$115. 6000 rpm Mustang rally, pac tach, not tested, \$100. New 15" wood and aluminum steering wheel, three spoke Cobra slotted frame, center hole 3½", nine-rivet holes, strong Mota-Lita France SA, NOT Moto-Lita England, \$300. Bare top loader narrow bolt front case, \$200 Galaxie Borg Warner four-speed case and most parts, \$250. Parts for most Ford models including trucks. All prices plus shipping. John Simone, 413-336-5307, Easthampton, MA. 201299

1960-65 Falcon & Comet radios, good looking, tested and working, \$150-\$250 each. 1960-66 Falcon seatbelts, OEM and aftermarket—many colors/condition levels; getting hard to find, \$60-\$300 per set; four lug 14" wheels, \$60 each, set of five, \$275. Four lug 13" wheels, \$25 each, or five for \$110. Five lug 13" wheels, \$60 each or five for \$275. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition \$175-\$550, set of four. 14" Galaxie wire hubcaps, (large spinners): #4 driver quality to #1 top condition, \$175-\$550, set

of four. 1960-67 Falcon station wagon tailgate cranks, driver quality to NOS, w/keys/working, \$225-\$500 each. 1960-61 grilles: driver quality to NOS, \$75-\$350. Dagenham four-speed bellhousing/clutch fork, \$75; Complete working Dagenham four-speed w/shifter, \$695. T-10 four-speed, complete and working, buildable, narrow pattern \$495, with complete shifter and trans. mount, \$695, with pedals, four-speed column, bellhousing, starter and clutch, \$1,195. 1964 five-bolt C-4 complete w/starter, dust covers, torque converter and Falcon tailshaft housing; came for a 80K mile car; \$495. NOS 1965 grille, headlight doors and emblem, \$1965. 1964-65 NOS remote control mirror w/matching NOS right side mirror, \$495. "Driver" quality grilles: 1962, 1964-66, +1968-70 \$100-\$300 depending on condition. 1960-61 Comet dash clusters, nice condition, (two) to choose from, \$225 ea; 1966-70 NOS cigarette lighter elements (four), \$60 each. 1966 Ranchero sheet metal: three sets of doors, ('66 Ranch only) \$100-\$300 each, three tailgates, \$200-\$500 each, stick shift pedal assemblies, \$250. Three '66 Ranchero only rear bumpers, OK driver quality to good cores, \$150-\$300, '66 Rancho rear bumper brackets, \$125 a pair; cowl grille covers, \$75 ea; '66 Ranchero bed trim, two complete sets, one drilled for bed cover, one stock; \$350-\$500. Lots of small parts for '66 Ranchero: dash assemblies, dash parts, visors, brackets, emblems, etc.; call/email with your needs. 1968-70 LR taillight surround, excellent used condition, \$95. 1968-70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300. Speedometer, gauges, bezel, shows 28K miles, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. All prices are plus shipping. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, or visit us at www.kelloggs-garage.com. CO. 201221

Used Performance Radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use, with cap, \$110; Ring and pinion gear set for 8.7 Ford rear C9AZ-4209-C, for the rare 8.7" rear end, complete with shims, highly desirable 3.07 ratio, may fit: WER-AC of '73-'77 Ford Granada, Mercury Monarch and Lincoln Versailles, \$135. Photos available; all good used uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Thank you. Chris Parsons, indeoconfidimus@gmail.com, NJ. 201217

\$500 takes all: from 1961 falcon two-door wagon: three window regulators plus back tailgate glass and regulator, grille, back seat, drivers front fender, hood plus hinges, motor mounts, some interior trim, glove box door, dash stainless trim and six headliner bows. Jerry, TEXT 530-720-1590 or jhoyt@chicousd.org. Chico, CA. 201207

Set of 1964-65 convertible top boot surround moldings re-chromed and ready to install, \$225. Interior chrome vertical windshield mouldings '63/'64/'65 left and right good condition, \$75 pair. Re-chromed Interior convertible windshield header moulding with convertible top receivers re-chromed with center visor receiver (not re-chromed but nice), \$125 for the set. Re-chromed left visor arm and bracket, \$35. Contact Tony Doyon, tony.r.doyon@gmail.com. ME. 201102

1960-65 Falcon parts including hoods, fenders, taillights, chrome, door hinges, window cranks, very nice 1965 Mercury Caliente grille, 1965 Mercury Comet tailgate with chrome and many more items. Bob, 806-683-3550. TX. 201113

1961 Speedy fender emblem, #C1DB16229B; 1962 Fender ornament, #C2OB16A104-A; 1960-63 radio, \$45; 1960-63 Comet hubcaps, \$60 for set. 1963-65 V-8 air cleaner, \$45. 260-289 carb spacer, \$20. Exhaust manifold, #C3DE9431A, \$40. 1967-69 hubcaps, \$60 for set. 1966 V-8 power steering pump, \$65. 260-289-302 crank cores, all standard, \$35. Roger Kosecki, 989-753-2686. MI. 201199

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Various years Falcon sheet metal available, inquire, 1963 and 1969 Falcon headlight bezels, \$65 each; '69ish grille, \$40; various Falcon taillight housings, \$25 each; 1961 F250 "roadster" non-op parts truck, \$1,100; 1965 F100 alum grille, \$20; two-bbl Motorcraft carb, \$20; four-bbl Holley 7002-1 spreadbore carb, \$40. Jerry, TEXT 530-720-1590 or jhoyt@chicousd.org. Chico CA. 201207

Bracket to mount 1964-65 console to transmission hump, \$75. 740-312-3156 or email thesickles1@gmail.com. OH. 201207

1964 Falcon convertible parts. All were boxed and stored inside for past 28 years. Everything very good to excellent. Hood, \$300. Trunk lid, \$300. R/L Doors w/glass \$350. Complete blue interior; call with your needs. Bucket seats, one needs work, \$700. Rear Seat \$300. Instrument cluster and dash plastic pcs, \$150. Chevrons, \$200 pair. Heater controls w/cables, \$50. Taillight assembly, \$75. Gas tank, \$100. Set 14" wheel covers, \$100. Prices OBO plus shipping. Many more items call or text Jim, 865-406-5055 or glwthompson@bellsouth.net. TN. 201014

NOS parts: CoDF-13206-B, front park/turn signal lamp housings, \$200 for the pair. CoDF-5630-C parklamp lens, \$24. CoDZ-3A130-A outer tie rod, \$35. CoDZ-3352-B steering arm and bushing, \$75. CoDF-11654-C headlamp switch, \$90. CoDZ-7210-B shift selector lever, \$55. CoDZ-9A586-A & B carb rebuild kits, \$60. each. CoDD-5A283-F, exhaust hanger, \$50. CoDZ-1126-B, rear brake drum, \$130. CoDF-12370-A, Autolite vacuum control, \$36. CoDF-13304-A, turn signal plate, \$30. CoDZ-9155-A, Autolite FG-4 gas filter, \$15. CoDZ-3047-A, upper control arm shaft kit, \$65. CoDZ-3350-B, steering arm and bushing, \$95. CoDZ-3049-A, upper ball joint spindle support, \$65. CoDZ-2128-A, wheel cylinder repair kit, \$5. Many more parts available. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 201221

Used Sprint air cleaner, original, needs rechroming, \$135. Falcon V-8 exhaust manifolds, \$175 pair. NOS parking lamp body assy., CoDF-13206-B, fits either side, \$115. Narrow pattern top loader four-speed front case, tag reads HEH-G, fits 260-289, \$200. Dagenham four-speed six-cylinder tranny, shifter, and bellhousing, missing one shift rod, \$400. NOS 260 emblem C4DZ-16228-C, \$65. NOS speedometer assembly C9DZ-17255-C, \$150. NOS parking brake cable, C4DZ-2A635-D in Ford box, fits 1965-65 convertible V-8, \$125. NOS 1967 Falcon speedometer cable, C7DZ-17260-A in Ford box, fits 1966-67 Falcon four-speed V-8, 73" long, \$85. Faria 8000 rpm tach, very nice, \$475. All prices plus shipping. John Simone, 413-336-5307, Easthampton, MA 201199

The following are from an original '64 Fairlane 260, good used condition: Autolite 2100 1.01 C4OF-AK Carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with OEM aluminum spacer block, \$85. Four-blade radiator fan C2OA-8600-B, 17-1/2" diameter, standard steel blades, center hub hole 5/8" diameter, straight, no heavy rust, no cracks, believed to be Ford PN C2OA-8600-B, comes with spacer, which appears to be aluminum and may be Ford part number C2OZ-8546-D, \$55. Generator Assembly C2OE-10039, unrestored, includes generator core, flexible shield and brackets \$190. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Thank you. Chris Parsons, indeoconfidimus@gmail.com, NJ. 201217

Parting '60-'65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. SPECIAL: Dismantling '63 Falcon convertible—no engine, transmission, or rear end. Call Steve, 360-430-0143. WA. 201118

PARTS WANTED

1963 Falcon Delux two-door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken 11394 Revere Ln., St. Louis, MO 63128-1416; 314-480-2556 or kslitteken@aol.com. 201221

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.

Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 20th of the month, two months before publication month. For example, October 20 is the deadline for the December issue.

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. August 20 is the deadline for the October issue.

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JULY 7-10, 2021 • IRVING, TEXAS

The Heart of Texas Chapter of The Falcon Club of America is pleased to announce the 2021 Falcon Nationals will be held July 7th through the 10th, 2021 at the Sheraton Dallas/Fort Worth Airport in Irving, Texas.

A special room rate of \$119 per night has been negotiated with the hotel. The rate includes two full buffet breakfasts per room. The awards banquet will be a plated chicken or veggie dinner held at the hotel. Tickets to the awards banquet will be \$35 each.

The Heart of Texas Chapter is planning a full schedule of activities including a Ladies Tea. Ladies Tea tickets will be \$25.

The Ladies Tea theme for 2021 is "Best Little **House in Texas". Bring your imagination and join us for a Texas Style tea party where pretty much anything goes. Choose your favorite colors for your hat and meander on over to the party. We are fixin' to have a real good time. Seating is limited to a total of 60 people, so register early. See y'all there! Other show activities are still in the planning stage, so please check the 2021 Falcon Nationals website www.falconclub.com/nationalmeet for more information, which will be posted when it becomes available.

The hotel is now accepting reservations. Please see the link on the 2021 National website.